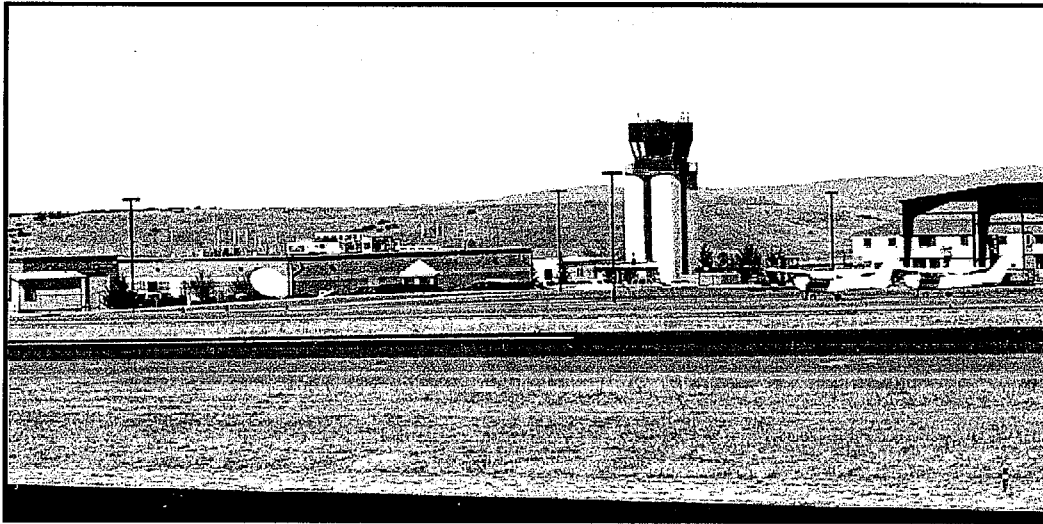


INTRODUCTION

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The Ernest A. Love Field Airport Master Plan was completed through a cooperative effort between the City of Prescott and Arizona Department of Transportation, Aeronautics Division. This Airport Master Plan Update is a comprehensive analysis of airport needs and alternatives with the purpose of providing direction for the future development of this facility.

This Master Plan is evidence that the City of Prescott recognizes the importance of Ernest A. Love Field to the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The cost of maintaining an airport is an investment which yields impressive benefits to a community. By maintaining a sound

and flexible Master Plan, Ernest A. Love Field will continue to be a major economic asset and a source of pride to the residents of the City of Prescott.

The Master Plan was developed considering the community goals for the airport as outlined in the *Airport Business Plan for Prescott Municipal Airport, Ernest A. Love Field* and generated through the *Airport Visioning Conference*. The *Airport Business Plan for Prescott Municipal Airport, Ernest A. Love Field* list the following major goals for the airport:

- Remain financially self-supporting.
- Meet Business Aviation Needs.
- Facilitate a strong airline market.

- Provide good customer service and modern, safe facilities for all airport customers.
- Have positive community support/awareness.

The *Airport Visioning Conference* was held on October 16, 1996 with the specific objective of outlining the future direction for Ernest A. Love Field. The conference included representatives of the City Council, Airport Advisory Board, city staff, and airport users. The following are general goals and objectives for the airport as developed during the conference:

- A new terminal building is needed to serve all categories of aircraft.
- An effort should be made to eventually regionalize the airport.
- Consideration should be given to create an Airport Authority.
- Action should be taken to insure adequate zoning for compatible land use adjacent to and impacted by the airport.
- Improve airport access roads and related infrastructure.
- Promote economic development through attracting new industry within the airport boundaries.
- Market the airport to attract increased use by corporate aircraft.
- Upgrade Fixed Based Operator (FBO) services available.
- Improve the airport's appearance and pro-business atmosphere.
- Upgrade the airport capacity to promote more corporate aircraft use.

- Market the airport to the public of the surrounding communities.
- Modify air traffic control to make the airport more inviting to transient air traffic.

MASTER PLAN OBJECTIVES

The primary objective of the Airport Master Plan is to develop and maintain a long-term development program which will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The accomplishment of this objective requires the evaluation of the existing airport and a determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility to meet the needs of the area.

The Master Plan provides a step-by-step, or phased, outline of the indicated developments, and gives responsible officials advance notice of pending needs to aid in future scheduling and budgeting. This allows for orderly and timely development of the airport. To accomplish the objectives of this study, the Master Plan:

- Inventories and analyzes data pertinent to the airport, its environs, and the area it serves.
- Collects and analyzes general economic factors and evaluates the area's aviation activity.
- Forecasts aviation activity through the year 2020.
- Examines airfield capacity and compares it to demand forecasts.
- Determines facility requirements for the airport.

- Examines alternative ways the required facilities can be provided.
- Proposes an airport layout plan which is compatible with both aviation demands and the local environment.
- Schedules priorities, phases proposed development, and estimates development costs.

The Airport Master Plan for Ernest A. Love Field was funded by the Arizona Department of Transportation, Aeronautics Division and the City of Prescott. Technical work was conducted by the airport consulting firm of Coffman Associates, Inc. of Phoenix, Arizona. In addition to the consultant, City of Prescott staff, and Airport Advisory Board, there was considerable participation by a number of community leaders, public agency personnel, and members of the aviation community. These key representatives of the community were called upon to serve on a Planning Advisory Committee. This committee reviewed working papers on the project and provided comment and input throughout the study to help ensure that a realistic, viable plan was developed. Additionally, the public was invited to a series of public to provide input and learn about the study.

RECOMMENDATIONS

Ernest A. Love Field; as an integral part of the local, regional, and national air transportation system; must provide essential aviation services to the community but can also play an important role in the overall economic

development of the local community. This master plan provides recommendations as to the future orderly development of essential airport facilities as well as guidance in increasing the economic benefit of the airport to the community.

The major recommendations of the master plan are as follows:

Airside:

- Extend the primary runway and associated parallel taxiways (Runway 3R-21L) 1,684 feet to the northeast (to 9,300 feet in length) to accommodate the critical corporate aircraft takeoff requirements.
- Install eight high-speed exit taxiways between Runway 3R-21L and the associated parallel taxiways to increase airfield capacity.
- Extend the parallel runway and associated parallel taxiways (Runway 3L-21R) 1,338 feet to the northeast (to 6,200 feet in length) and widen the runway from 60 feet to 75 feet to accommodate the full-range of training aircraft at the airport.
- Extend the northeast-side parallel taxiway associated with Runway 12-30 the full-length of Runway 12-30.
- Acquire approximately 40 acres of land to accommodate the relocated Runway Protection Zones from the extended runways and the proposed access road.

Landside:

- Remove the existing commercial terminal building.
- Construct new commercial terminal facilities, including: terminal building, automobile parking, and aircraft apron.
- Relocate 20 Port-a-Port hangars and construct 98 T-hangars/T-shades and associated taxiways.
- Construct additional conventional hangars.
- Expand and construct new aircraft apron areas.
- Install an additional 32 aircraft tie-downs.
- Construct 158 additional automobile parking spaces.
- Improve existing access roads, including widening the roadways.
- Extend access road around northeast end of airfield.

The plan establishes the direction for development to ensure Ernest A. Love Field's viability well into the next century. A set of detailed Airport Layout Plans has been prepared to act as a blueprint for everyday use by management, planners, programmers, and designers. The plans have been prepared on computer to help ensure their continued use as an everyday

working tool for the City of Prescott. On-airport land use guidelines are recommended that will ultimately provide better separation of functions as well as room to meet future airline passenger, general aviation, and industrial/commercial needs at the airport.

The implementation of the Master Plan will take a financial commitment of approximately \$36.7 (**Table A**) over the next twenty years. Nearly 80 percent of the recommended development program could be eligible for grants-in-aid administered by the Federal Aviation Administration (FAA). Thus, it is critical that all future development be designed to meet at least the minimum geometric design standards of the FAA. To assist in this goal, the Airport Master Plan has been prepared in close coordination with applicable FAA airport design criteria. Care must be taken to avoid any future development that does not conform with the Airport Layout Plan unless coordinated with the FAA. What may seem to be an easy short-term solution could have expensive and serious consequences on the long-term development of the airport.

TABLE A
Development Funding Sources
(1997 Millions of Dollars)

	Stage I (1998-2002)	Stage II (2003-2007)	Stage III (2008-2020)	Total Development
Total Project Cost	12.0	12.9	11.8	36.7
Federally Eligible	6.8	6.1	4.1	17.1
State Eligible	2.1	1.5	2.0	5.6
Local Share	3.1	5.2	5.7	14.0

The primary issues upon which the Master Plan is based will remain valid for several years. However, to maintain Ernest A. Love Field as a self-sufficient operation growing to meet the commu-

nity's aviation needs, flexibility within the overall plan concept has and will continue to make the airport a viable and successful public asset.